Agenda Item # 2

CITY OF SUNNYVALE
REPORT
Planning Commission

June 27, 2005

SUBJECT: **2005-0340 - Network Appliance** [Applicant/Owner]: Application for a Major Moffett Park Design Review on a 45.9 acre site located at **495 Java Drive** (near Crossman Avenue) in a MP-TOD (Moffett Park Transit Oriented Development) Zoning District. (APN: 110-32-002, 004, 006, 007, 012, 013 and 015)

Motion: Major Moffett Park Design Review permit to allow for a phased campus development master plan that includes five new R&D buildings with associated amenities and site improvements combined with existing development for a total campus of 9 R&D buildings and up to 1,376,000 square feet of gross floor area.

REPORT IN BRIEF

Existing Site Conditions: The south half of the site is currently developed with four multi-story R&D buildings and the north half of the site has two existing industrial buildings. A large vacant area is located in the center of the site.

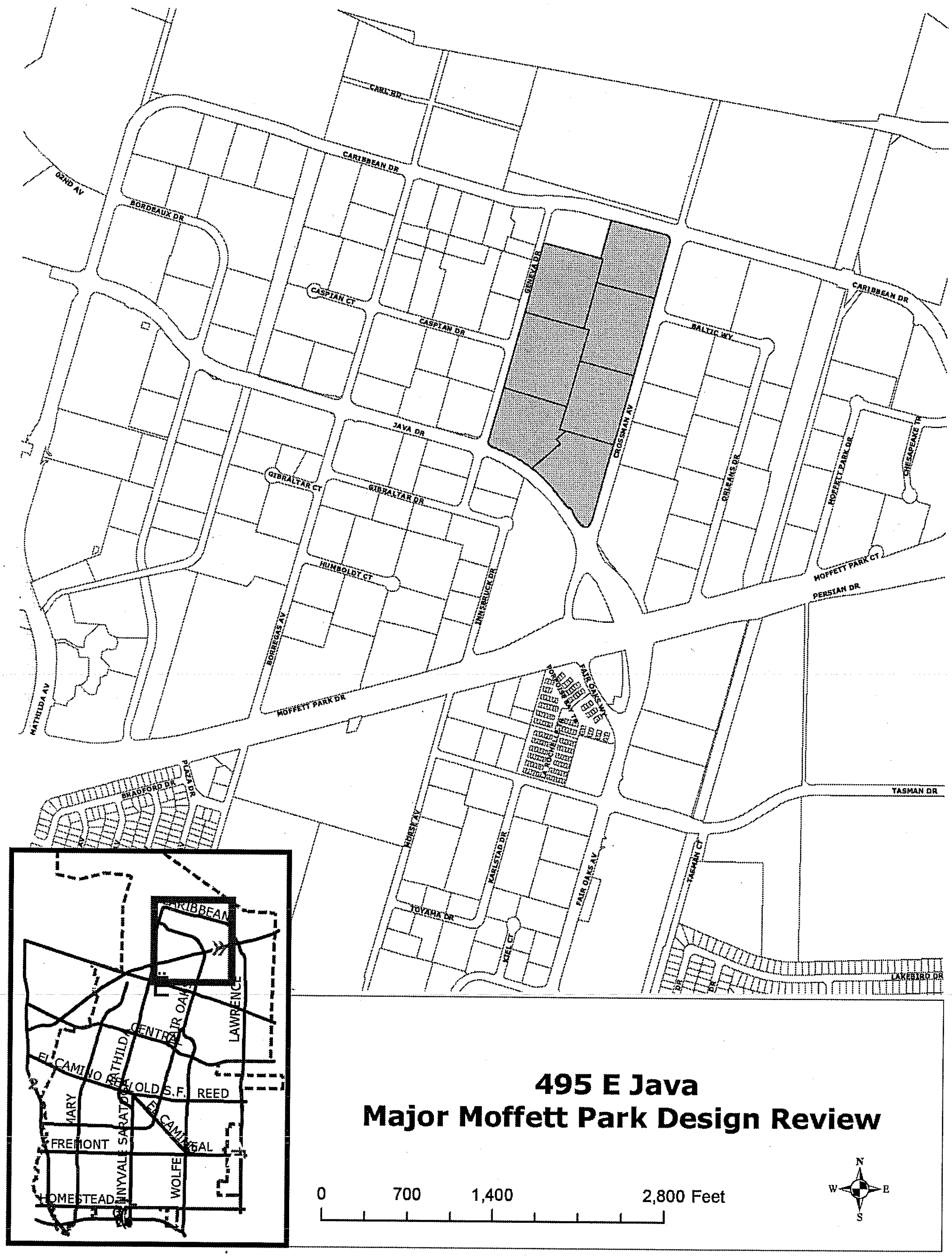
Surrounding Land Uses

North	Sunnyvale Landfill (across Caribbean Drive)
South	Industrial/R&D buildings
East	Industrial/R&D buildings
West	Industrial/ R&D buildings

Issues: Site Plan and Architectural review of the placement of and aesthetic of proposed improvements.

Environmental Status: A Mitigated Negative Declaration has been prepared in compliance with California Environmental Quality Act provisions.

Staff Recommendation: Approve the proposed project with conditions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OLD S.F.
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HOMESTEAD
WOLFE
495 E Java
Major Moffett Park Design Review
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1,400
2,800 Feet
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PROJECT DATA TABLE

	EXISTING	PROPOSED	REQUIRED/ PERMITTED
General Plan	Moffett Park Specific Plan	Same	Moffett Park Specific Plan
Zoning District	MP-TOD and MP-I	Same	MP-TOD and MP-I
Site Area (acres)	45.89 (MP-TOD 43.215; MP-I 2.675)	Same (master plan area 25.07 acres)	0.52 min.
Gross Floor Area (s.f.)	709,852	1,375,978 total *861,991 new* *513,987 Bldgs #1-4* *At full buildout* *1,325,360 R&D* *50,618 Amenity*	1,375,978 max.
Lot Coverage (%)	14	34	45 max.
Floor Area Ratio (FAR)	35%	68.8%	MP-TOD 70% MP-I 50% (Site 68.8%) max.
No. of Buildings On-Site	6	13 *3 Parking Garages* *1 Amenity Bldg* *9 R&D Bldg*	---
Distance Between Buildings	160	40 (230 across promenade)	32 min.
Building Height (ft.)	40	100	125 max.
No. of Stories	3	5	---
			Setbacks
Front	Geneva 105 Caribbean 60 Crossman 112 Java 50	Geneva 78 Caribbean 51 Crossman 80 Java 50	15 min.
North (rear)	285	70	0 min.
West (side)	58	0 (total 80)	Total 20 min.
			Landscaping (sq. ft.)
Total Landscaping		368,714 (33.7%) (this phase only)	218,436 20% min.
Frontage Width (ft.)	15	15 (avg. 24)	15 ft. min.
% Based on Floor Area		43%	10 % min.
% Based on Parking Lot		71,000	69,867 20% min.
Parking Lot Area Shading (%)	25%	63%	50% min. in 15 years
			Parking
Total Spaces	2,300	4, 413	4,414 min.
Standard Spaces		2,207	2,207min.
Compact Spaces/ % of Total	50%	2,207 (50%)	50% max.

	EXISTING	PROPOSED	REQUIRED/ PERMITTED
Accessible Spaces	24	54	54 min.
Covered Spaces	none	2,100 (47%)	---
★ **Aisle Width (ft.)**	26	26 surface, 22 structure	26 min.
Bicycle Parking	none	137	137 min.
			Stormwater
Impervious Surface Area (s.f.)	756,420	723,465	---
Impervious Surface (%)	69%	66%	---

★ Starred items indicate deviations from Sunnyvale Municipal Code requirements.

ANALYSIS

Description of Proposed Project

The applicant is proposing to develop five new R&D buildings, one new amenity building, and three parking garages combined with four existing R&D buildings for the purpose of creating a corporate campus. The project includes three new buildings along Crossman Avenue and two new buildings along Geneva Drive. The amenity building would be centrally located in the middle of the site. The project incorporates Sustainable Design and Green Building features into the project design for both site and building development. The applicant meets the MPSP requirements for Leadership in Energy and Environmental Design (LEED) Certified design intent development by incorporating 30 LEED points where a minimum of 26 points are required.

Background

The subject site has mixed zoning since the adoption of the Futures plan in 1991 that established the 50% zoning district, Futures E, on the south half of the site and 35% FAR MS zoning on the north half. At the time the Moffett Park Specific Plan was adopted in 2004 the Network Appliance site's split zoning was modified. The original 50% FAR Futures E area was 26.15 acres and the MP-TOD area is now 43.215 acres of the 45.89-acre site. The remaining 2.675 acre parcel has MP-I zoning. As an integrated campus the developable square footage has been blended throughout the site.

Previous Actions on the Site: The following table summarizes previous planning applications related to the subject site.

File Number	Brief Description	Hearing/Decision	Date
2000-0319	1350 Geneva Use Permit to allow the construction of four 3-story office buildings and a cafeteria recreation building for a total of 509,420 square feet resulting in a 52.48% FAR *(permit expired, no construction)*	CC/Approved	9/26/2000
2002-0478	1330 Geneva (Building #4) 121,365 sq. ft. 3-story bldg within former Futures E	Staff/Approved	9/6/2002
1999-0766	495 E Java 126,760 sq. ft. 4-story bldg within former Futures E *(1st bldg approved)*	Staff/Approved	8/04/1998
1999-0759	1275 Crossman 130,680 sq. ft. 3-story bldg within former Futures E	Staff/Approved	6/04/1999
1999-0768	975 E Java 134,932 sq. ft. 3-story bldg within former Futures E	Staff/Approved	6/04/1999

Network Appliance has also developed two buildings east of the subject site at 1260 Crossman. These two buildings were approved by the City Council at 51.3% FAR.

Environmental Review

The subject site is located within the Moffett Park Specific Plan which was subject to certification of a Program EIR and a mitigation-monitoring program in 2003. The proposed project's environmental review has been tiered from the previously certified EIR. Relevant mitigations measures required by the mitigation-monitoring program have been applied to the project. In accordance with CEQA guidelines §15152, only those issues that were not previously addressed in the EIR are subject to additional environmental review. An initial study was completed for the proposed project and it was determined that with appropriate mitigations the project would not create any significant environmental impacts. Project specific mitigations of the initial study included the provision of a lengthened left turn pocket from Carribean Drive onto Crossman Drive and for provision of second turn lane onto Crossman at the same intersection (Attachment C, Initial study). These have been included as conditions of approval.

Major Moffett Park Design Review

The proposed project is the first request to exceed the standard FAR limitations and access the Development Reserve since adoption of the MPSP. Due to the applicant's decision to design the proposed project to a LEED Certified level of sustainability, the project is classified as a Major Moffett Park Design Review (MPDR). As a MPDR the entitlement to the requested additional floor area above the standard FAR has been granted by right due to the LEED Certified level of sustainability. Approximately 393,879 square feet has been deducted from development reserve leaving a balance of 4,349,945 square feet in the Moffett Park Development Reserve.

The MPDR addresses site plan and architectural plan details. Issues itemized in the Specific Plan to guide the review include the following:

- Aesthetic appeal of the building/ site layout
- Exterior appearance and quality of materials
- Setbacks
- Access to site or building
- Building height
- Building bulk
- Pedestrian and bicycle supportive features
- Retention of natural features
- Landscaping
- Number and arrangement of parking spaces
- Manner of operation and conduct on the site

A MPDR permit also allows the decision making body to consider deviations to development standards. The applicant has proposed an aisle width in the parking structure less than 26 feet, but also has widened the spaces to compensate.

Detailed Description of Use: The applicant is requesting a master plan approval to allow for phased buildout of the Network Appliance Campus. The 46-acre site has four modern buildings built since 1999 located at the south end of the campus that are to be retained. The north end has two existing older buildings that are scheduled for demolition. A third building on the north half of the site along Crossman was previously demolished. The proposed new construction includes five new R&D buildings, three parking structures, and an amenity building. The five new R&D buildings are divided into two main uses. They include two engineering buildings on the west side and three office and administrative buildings on the east side of the campus.

The site's amenity features include two separate cafeterias and extensive outdoor recreations areas. The outdoor amenities are located within the center of the site and include putting greens, volleyball courts, walking paths, and outdoor dining areas. An outdoor amphitheater is incorporated into the landscaping at the north end of the site. Within the new 40,000 square foot amenity building a complete workout center and locker rooms will be provided in addition to the main cafeteria.

The development will be phased and is anticipated to be completed in 5-7 years. The initial phase of construction will include building #7 and parking structure A. Both buildings are situated along Crossman Avenue. The remaining buildings will be built out as needed, but are anticipated to alternate between the office and engineering buildings. The parking structures will be constructed in concert with the proposed main buildings as the parking requirements necessitate their construction. The timing of the amenity building has not been identified and staff recommends a condition of approval requiring construction of the amenity building no later than in conjunction with the third main building to be constructed.

Site Layout: The campus will consist of four existing buildings and their existing on-grade parking at the south end of the site and new construction focused on the north side of the site consisting of five R&D buildings, one-amenity building, and three parking structures. A central landscaped area is situated between the proposed new buildings. The majority of the existing mature trees are also located in the middle of the site.

The site is designed around the creation of a landscaped spine or a promenade through the middle of the site. The new buildings will front onto the public streets for their main entrances, as well as have a presence towards the landscaped central promenade for the employees. The primary points of public entrance from both Geneva and Crossman to the new buildings are designed to create a sense of arrival and identify the different sections of the campus. The campus is intra-connected by a network of pathways between buildings.

An alternative design approach explored with the applicant considered locating new buildings near Java Drive to take advantage of close access to the light rail. The two most likely locations were in the existing parking lots between buildings #1 and #2 and buildings #3 and #4. However, it was determined that placing new buildings in these locations posed a variety of problems and did not meet the goals of the applicant. Issues of building juxtaposition among existing buildings, vehicle access, nearby parking, and size of building floor plates could not be satisfactorily resolved by the applicant. Staff also explored the concept of locating the new buildings near the public streets rather than setback from the streets. The applicant believes that requiring the parking behind the buildings would be detrimental to the central promenade's character and to the cohesiveness of the campus as a whole. The additional cost or a fourth parking structure is prohibitive. Variation in streetscape design will be achieved primarily through landscaping variation rather than through building location.

Stormwater Management:

The north half of the site is situated within the 100-year flood plain. The grade change between the north and south ends of the site is approximately eight

feet. Each building will have the pad built up around the building to bring the buildings out of the flood zone.

The greatest difficulty for the stormwater management plan is the extensive amount of clay soils present on the site. Clay soils have very low levels of infiltration, meaning that most natural/landscape techniques are not feasible on the site to manage large quantities of water. However, the applicant has designed landscaping bioswales along the perimeter of the site and near buildings to treat runoff where feasible. Other techniques will include the use of in-ground devices to retain and treat runoff.

Easements and Undergrounding:

The site does not have any overhead power lines. There is a major storm sewer line that runs east west through the middle of the proposed site. Due to the location of Garage B the portion of the line in its footprint will need to be relocated and rebuilt with a public easement granted over the new line. This reconstruction is at the full cost of the applicant and a condition of approval is included in the report addressing this issue.

The following Guidelines were considered in analysis of the project site design.

MPSP Design Guideline (Site Layout)	**Comments**
1. Buildings should generally be placed at or near the front setback line without parking between. This layout is especially important adjacent to Java Drive where it is the City's policy to encourage a more pedestrian environment and urban character. Upper stories may be required to be stepped back to create a comfortable and proportional pedestrian environment.	*The Java frontage of the site is not impacted by the proposed master plan development. In effort to enhance the amenity value and promenade's character the buildings are setback from the road to allow for surface parking to be located away from this area. The north half of the site is not a high volume pedestrian environment. Upper floor setbacks are not needed due to the overall setback. The Caribbean corner building does not have opposing industrial uses and has no practical need for locating near the street.*

MPSP Design Guideline (Site Layout)	Comments
Site 4. When multiple buildings are proposed for a site, they should be grouped to provide functional open spaces, plazas, and courtyards. Strong pedestrian connections should link buildings and open spaces. Consider daylighting opportunities through building orientation and separation of buildings.	*Buildings are logically located to take advantage of the central amenity space. A network of pedestrian paths is provided. Spacing allows for daylighting opportunities.*
Site 5. Loading areas and service yards should be located to the rear of the site and completely screened from view.	*All loading areas are at the rear of the buildings. The service areas may impact the character of the amenity space and special attention to landscaped and screening is needed to have a successful design.*
Site 6. Service areas for trash bins, utility cabinets, transformers, etc. should be planned and designed as an integral part of the site.	
Landscaping 3. Existing trees shall be incorporated to the extent feasible into the site designs of new buildings.	*Mature trees around the perimeter of the site and in the central amenity area are preserved, to maximize usable open space the amenity building footprint is shifted south impacting some mature trees.*
Landscaping 5. Outdoor recreation and eating areas for employees are strongly encouraged.	*Applicant has provide both recreation and eating areas.*

Architecture:

The applicant is seeking Master Plan approval for the new R&D buildings, parking structures, and amenity building. General massing diagrams have been provided for the proposed expansion and detailed elevations have been provided for Building #7 and Parking Structure A. The applicant is seeking Planning Commission approval for all types of buildings with staff review of final details prior to issuance of building permits.

The applicant has indicated that there will be two types of buildings: engineering along Geneva and office along Crossman. The two building types will be complementary of each other in an effort to create an integrated campus appeal for the design. The new buildings are also intended to be

complementary to the existing Network Appliance buildings, but at the same time create a contemporary identity for new phases of the campus.

The new buildings are intended to use contrasting materials to create a sophisticated contemporary design that is accentuated by the architectural lines of the buildings. The building's street façades are primarily glass with the side and rear façades consisting of concrete paneling with punched out windows. Specifically, the materials include both transparent and semi-opaque glass with a light blue tint set in aluminum frames. The primary exterior building material will be off-white GFRC (Glass Fiber Reinforced Concrete) panels. The metal framing, light shelves, and accents tie the design together. Elements of interest will include stone veneer columns near the lobby entrances and a steel trellis over the entryway to provide pedestrian interest. The trellis features will be reflected in the overall architecture with a similar metal coping treatment along the roofline. Due to the floor plan with perimeter corridors the exterior architectural treatments will not be impacted by individual window shades.

The office buildings are four and five stories in height with an overall maximum height of approximately 105 feet to the top of the mechanical equipment roof screening including the site grading build up of the pads. The engineering buildings are somewhat lower with only four stories. The applicant anticipates the need for cooling towers and other large roof equipment for the engineering buildings. Integrated screening for the large cooling towers will be a challenging task. The office buildings will have normal roof top equipment with an approximate eight-foot high screen which has already been incorporated into the architecture.

Staff recommends a condition of approval that the character of the two different building types be distinguished through architectural forms or materials. The engineering buildings should be complementary in style, but at the same time differentiated from the Crossman buildings due to both use and location on the site. Although the general massing of the engineering buildings and the palette of materials and colors, staff recommends that Network Appliance return to the Planning Commission for approval of the detailed elevation of the initial engineering building. This step will allow for Planning Commission review of the variety of style and character in the development as well as the specific details relating to overall height and roof top equipment.

The parking structures have four levels of parking and appear as three-story buildings with a height of approximately 39 feet to the top of the wall. The building materials are basic in nature consisting of tilt up concrete walls with a pattern of reveals and the first level includes a decorative wire mesh for screening of automobiles. Each upper level uses a concrete barrier to screen the automobiles. The color system will be light grey or off-white with black for the mesh screening. Staff believes the parking structures require additional detailing due to their expansive size and readily visible appearance from the street. The primary concern is Garage C near Caribbean Drive. This structure

is the closet to the street and also has a zero lot line side yard setback. Staff has included a condition requiring additional detailing for the parking structures with specific attention focused on the street visible façades and the west façade of Garage C. Integration of detailing for the upper level is encouraged and may include use of landscaping in the design for the lower and middle levels.

The following Guidelines were considered in the analysis of the project architecture.

MPSP Design Guidelines Architecture	**Comments**
Architecture 1. Large scaled elements of undifferentiated mass make buildings appear bulky and monotonous.	*The project includes varying wall planes for the major buildings, uses a variety of materials on each façade including metal, multiple types of glass, and GFRC paneling. The rooflines also vary with architectural treatment and between building types. The parking structures are more uniform in building lines than main buildings, but do include metal screening on the lower level and reveals for the walls. Staff has requested additional detailing for the parking structures. The location of the buildings along a uniform setback does have the tendency to look monotonous along Crossman Avenue.*
Architecture 3. Architectural design and detailing should be consistent on all elevations of the building and between different buildings within the same complex.	*The design intent was to establish a sophisticated contemporary identity through materials and buildings lines for the new campus phase while being complementary to the existing buildings. This identity is accomplished through various façade treatments of glass and metal on street façades and concrete paneling on side and rear façades. Each new building is consistent in terms of style and color choices. Staffs has requested additional accent to establish a distinctive element for each new building.*

MPSP Design Guidelines Architecture	Comments
Architecture 4. Throughout Moffett Park a diversity of building types, colors, and materials is encouraged to create a pleasing mixture of styles and forms. Diversity is intended to prevent a monotonous pattern of development that is identifiable with uniform project development or specific time periods that may appear dated as time passes.	*The applicant utilizes modern materials of tinted glass, metal, and GFRC concrete panels. New R&D development in Moffett Park has commonly utilized these materials. Staff has requested that the glass type vary from the common green tint due to the abundance of green tinted glass used in the late 1990s and early 2000s.*
Architecture 5. The use of varied materials and colors is generally encouraged. Materials should be of high quality and should relate to each other in logical ways.	*The applicant uses a variety of complementary materials in the design, with varying levels of detail at the ground floor versus the upper floors.*
Architecture 6. Roof forms shall be consistent with the design theme of the building should continue all the way around the building to complete the design.	*The roof forms relate to the pedestrian level trellis elements at the lobby entrances and in regards to screening of mechanical equipment.*

Landscaping:

The center of the existing site has extensive coverage of mature trees that are somewhat impacted by the proposed development. Other notable trees are located around the periphery of the site as street trees and are for the most part unaffected by the proposed master plan. The site includes 273 trees of which 76 are protected trees(trees greater than 38 inches in circumference). Of the protected trees 49 will be retained either through tree protection or relocation and replanting. Of the total 273 trees on the site, 157 are to be retained. The City Arborist concurs with the applicant's requested tree removals.

The conceptual landscape plan provides a variety of attributes. The plan takes advantage of the site's existing mature tree canopy by creating a relaxing outdoor dining and woodsy pond area to the south of the amenity building and an open field area north of the amenity building. The plan also presents a different approach to the landscaping near the new buildings. These areas focus on an urban appeal of decorative hardscapes with trees and potted plants. Pedestrian oriented paths traverse the site and create a cohesive network for the campus. Connections are presented to the public streets as well as to the buildings themselves. The promenade paths are 16 feet wide and are lined by trees. Connections to the streets and through the parking areas are a minimum of five feet in width.

Staff's primary concern with the landscape plan is the potential monotony of the streetscape due to the combination of setback uniform building lines and evenly spaced parking lot and tree plantings. Staff has included a condition requiring additional variety and pockets of interest along Crossman Avenue. Staff supports removal of some on-site parking spaces along the perimeter to meet these design goals for variation of streetscape. Loss of spaces may take the overall parking below minimum parking requirements resulting in a deviation. Other areas requiring additional detail are the service areas around the amenity buildings and the walls and landscaping intended to screen these areas.

Staff also notes that the combination of the clay soils and use of recycled water creates a difficult environment for some species to thrive. The City Arborist will work closely with the applicant for final species selection and site improvements to ensure full growth of landscaping. Proper maintenance once the landscaping is installed is a necessity for the choices to reach their full potential.

The following Guidelines were considered in analysis of the project landscaping.

MPSP Design Guidelines Landscaping	**Comments**
Landscape 1. Landscaping serves a variety of purposes and shall be designed to serve multiple needs:	*The landscaping includes a variety of plant materials and decorative hardscapes. The plan provides for recreational areas, enhanced entry points to the site, pedestrian connections, retention of existing vegetation, tree shading, stormwater treatment, and focal points and visual interest.*
Landscape 3. Existing trees shall be incorporated to the extent feasible into the site designs of new buildings.	*Perimeter mature trees are preserved to the extent feasible along with mature trees located at the south end of the promenade. 57% of the protected trees are being preserved. The location of the amenity building does infringe upon some mature trees to create a larger usable open space to the north.*
Landscape 4. Site designs should provide a variety of amenities, including artwork, outdoor furniture, lighting, raised planters, seating areas, trellises, trash receptacles, etc. These items should be consistently designed to stay within the same overall theme.	*The site design includes sculpture artwork in the pedestrian plazas and entrances to the buildings. The site includes outdoor recreation and relaxation areas, benches, potted plants, shade trees and lighting are also provided.*

Parking/Circulation:

Access to the site is restricted to major points of ingress and egress. Driveways are spaced a minimum of 200 feet apart and are designed to align with existing roadway intersections where practicable. The parking structures are strategically located within the design to provide balanced supply to the overall site upon buildout. One new garage is proposed along each of Geneva, Caribbean, and Crossman. Due to the capacity of the parking structures two entrances and exits are provided for each. Surface parking is situated between the new buildings and streets. The primary truck and service access point is from Crossman to the existing building #2. The access circulates around Garage A to the rear of building #2.

The applicant has provided the minimum number of required parking spaces required by the municipal code. Due to the requirement for a substantial overall TDM trip reduction staff believes the parking to be more than sufficient as proposed. The spaces are divided 50/50 between standard and compact spaces. Approximately 47% of the parking spaces will be within parking structures. The applicant has designated 10% of the overall spaces as carpool and vanpool as well. The bicycle parking is primarily located near the central promenade and amenity building's locker rooms. The MPSP requires 137 total bicycle spaces of which 103 are required to be Type I secured parking.

Non-vehicle access points exist along Java Drive and Crossman Avenue for public transit. The light rail has a stop near the corner of Java Drive and Crossman for direct access to the Network Appliance Campus. Crossman Avenue is the route for both buses and various shuttles to access the site. Pedestrian circulation exists along the entire perimeter of the site via public sidewalks. The proposed campus has extended sidewalks from the interior the site to the public sidewalks to allow pedestrians to circulate into the central promenade. Bicyclists are also encouraged to circulate on the promenade multi-use paths to the majority of the bicycle parking and locker rooms near the new amenity building.

Art in Private Development:

The applicant is required to provide artwork in publicly viewable areas equal to 1% of the construction valuation of the project. At this time Network Appliance is considering sculpture work that will be located near the entrances to the new buildings. The potential art locations are indicated on the site plan. Separate approval of the individual selections is required by the Arts Commission.

Compliance with Development Standards/Guidelines:

Moffett Park Specific Plan: The project is in conformance with all development standards and guidelines of the MPSP, with the exception of parking aisle width for the parking garages. The applicant has provided wider spaces of 10 feet where 9 feet is required to compensate for an aisle width of 22 where 26 feet is required. The project will implement public facility upgrades along Crossman Avenue for sanitary sewer improvements in accordance with Chapter 4 of the MPSP, connect to the recycled water system, incorporate 30 LEED points where a minimum of 26 are required, implement a Transportation Demand Management program (TDM) with total trip reduction goals of 30%, and provide on-site employee amenities.

Expected Impact on the Surroundings:

In the short term, construction related activities will increase noise and dust. The site plan and building design enhance the character of the site and accentuates the landscaping qualities of the site. The project improves aesthetics in the area and adds to the high quality corporate character of Network Appliance and Moffett Park.

Fiscal Impact

Transportation

The project is subject to citywide transportation impact fees established in the Transportation Strategic Program for all net new square footage. The existing square footage on the site plus the already demolished building along Crossman equals 868,732 square feet. The net increase in square footage is then equal to 507,606 square feet for an estimated impact fee of $2,035,022.91. The fee may be paid at anytime after approval of the project and is eligible for a 25% discount for any fees received prior to July 1, 2005. Any fees paid after July 1, 2005 will be charged the rate that is in place at the time the fee is paid. Fees must be paid for each phase prior to issuance of building permits for the associated building.

Housing Mitigation

The City of Sunnyvale requires a payment of housing mitigation fees for high intensity development greater than the standard FAR levels adopted in the 1997 General Plan. For this project the FAR level is divided into 50% standard FAR and 35% standard FAR in 1997. Of the 45.89 acres, 26.15 acres were zoned for 50% FAR and 19.74 acres were zoned for 35% FAR. The allowable square footage for the site is then equal to 870,503 square feet before the housing mitigation fee of $8.00 per square foot is assessed. The estimated housing mitigation fee for the proposed development is $3,638,855 taking into

account 50,618 square feet of amenity space that is to be excluded from the calculation. Fees must be paid for each phase prior to issuance of building permits for the associated building.

Public Contact

No comments have been received from the public regarding the proposed project.

Planning Commission Study Session: The applicant has provided a letter to address some of the Planning Commission comments made during the study session. Issues discussed at the study session included co-locating telecommunications facilities on top of the buildings, bicycle parking, parking structure design, building setbacks, pedestrian path connections, location of building intensity related to transit, landscaping and tree shading, and green building design.

Notice of Negative Declaration and Public Hearing	Staff Report	Agenda
• Published in the *Sun* newspaper • 18 notices mailed to the property owners and residents within 300 ft. of the project site	• Posted on the City of Sunnyvale's Website • Provided at the Reference Section of the City of Sunnyvale's Public Library	• Posted on the City's official notice bulletin board • City of Sunnyvale's Website • Recorded for SunDial

Conclusion

Findings: Staff was able to make the required Findings based on the justifications for the Permit. Findings and Moffett Park Specific Plan Principles and Objectives are located in Attachment A.

Conditions of Approval: Conditions of Approval are located in Attachment B.

Alternatives

1. Adopt the Mitigated Negative Declaration and approve the Major Moffett Park Design Review with attached conditions.
2. Alternative 1 with modified conditions.
3. Adopt the Mitigated Negative Declaration and deny the Major Moffett Park Design Review
4. Do not adopt the Mitigated Negative Declaration and direct staff as to where additional environmental analysis is required.

Recommendation

Recommend Alternative 1

Prepared by:

Kelly Diekmann
Project Planner

Reviewed by:

Gerri Caruso
Principal Planner

Reviewed by:

Trudi Ryan
Planning Officer

Attachments:

A. Recommended Findings
B. Recommended Conditions of Approval
C. Mitigated Negative Declaration
D. Site and Architectural Plans
E. Letter from the Applicant and Justifications
F. LEED Checklist

Recommended Findings – Major Moffett Park Design Review

The planning commission may approve any major MP-DR, upon such conditions, in addition to those expressly provided in other applicable provisions of this code, as it finds desirable in the public interest, upon finding that the permit will both:

(A) Attain the objectives and purposes of the MPSP; and

Guiding Principle 1.0: Positively influence the Sunnyvale business climate and enhance economic vitality by providing comprehensive land use policies and permitting processes that encourage development of additional needed Class A office space to diversify the industrial base of Sunnyvale

Guiding Principle 5.0: Focus areas of higher intensity development in areas adjacent to public transportation facilities.

Specific Plan Objective LU-4: Establish land use districts that encourage high quality corporate headquarter and Class A office development.

Specific Plan Objective CIR-2: Provide for improved pedestrian and bicyclist mobility within the Specific Plan area.

Specific Plan Objective ENV-5: Encourage high intensity developments to incorporate sustainable design features as a whole building concept.

Specific Plan Objective UD-1: Ensure consistency with the Citywide Design Guidelines, Industrial Design Guidelines, and Moffett Park Design Plan for all new development and renovations

The proposed campus master plan meets the objectives of the Specific Plan of providing for corporate campus and R&D development. Furthermore, the project achieves sustainable design goals with a development that targets 30 LEED points where a minimum of 26 points is required. The project is located near the major public transportation facilities for Moffett Park and enhances pedestrian and bicycle routes as well.

(B) Substantially conform with the Moffett Park Design Guidelines set forth in Chapter Six of the MPSP. Relevant MPSP design guidelines are cited on the following page.

The project has attained the primary design objectives of the Specific Plan through site planning and architectural design, as well as green building design. The project has coordinated the site layout to emphasize campus connectivity and the primary landscape promenade through the site. Connectivity is provided throughout the site and improves connections to the perimeter of the site and transit stops. The building architecture utilizes both building forms and materials to distinguish the design for the Network Appliance Campus while at the same time providing consistency with contemporary neighboring R&D facilities within Moffett Park.

Site Plan

1. Buildings should generally be placed at or near the front setback line without parking between. This layout is especially important adjacent to Java Drive where it is the City's policy to encourage a more pedestrian environment and urban character. Upper stories may be required to be stepped back to create a comfortable and proportional pedestrian environment

4. When multiple buildings are proposed for a site, they should be grouped to provide functional open spaces, plazas, and courtyards. Strong pedestrian connections should link buildings and open spaces. Consider daylighting opportunities through building orientation and separation of buildings.

5. Loading areas and service yards should be located to the rear of the site and completely screened from view.

6. Service areas for trash bins, utility cabinets, transformers, etc. should be planned and designed as an integral part of the site.

Architecture

1. Large scaled elements of undifferentiated mass make buildings appear bulky and monotonous.

- Differentiate the three traditional parts of the building; base, mid section, and top.
- Vary the planes of exterior walls and provide articulation through use of color, change of materials, and arrangement of façade elements.
- Create buildings of varying heights and roof lines.

3. Architectural design and detailing should be consistent on all elevations of the building and between different buildings within the same complex.

4. Throughout Moffett Park a diversity of building types, colors, and materials is encouraged to create a pleasing mixture of styles and forms. Diversity is intended to prevent a monotonous pattern of development that is identifiable with uniform project development or specific time periods that may appear dated as time passes.

6. Roof forms shall be consistent with the design theme of the building and should continue all the way around the building to complete the design.

Landscaping

1. Landscaping serves a variety of purposes and shall be designed to serve multiple needs:

- Retain natural features.
- Provide focal points at site and building entrances.
- Shade parking lots, pedestrian walkways, plazas, and seating areas.
- Define circulation routes for vehicles and pedestrians.
- Screen parking lots, outside work/storage areas, and accessory/utility buildings.

- Provide visual interest and contrast with the more uniform shapes of buildings.
- Provide areas for recreation.
- Satisfy Stormwater Runoff and infiltration BMP requirements.

7. Exterior lighting for all types of uses, e.g. building facade, art, signage, safety, parking lot, shall be designed to shine downward to prevent light pollution affecting efforts to preserve a "dark sky" and to avoid light trespass and glare onto adjoining properties. Creative fixture design is encouraged as an accent to the site.

Sustainable Design

4. Impervious surface design shall incorporate methods to reduce impacts such as heat island effect and stormwater runoff. Use of light colored materials, vegetation, permeable pavement, tree shading, phasing of parking, are examples of methods to address the negative impacts of impervious surfaces.